FOR MYSORE STATE

Home (1954 Department

R SERIES

G.O. No. [illegible]

Dated 22 X 54

Despatch Abstract

TELE {GRAMS "HANUMANCO".
PHONE 19.

RAILWAY STATION: MANGALORE (S. I. RLY.)

The Hanuman Transport Co., Ltd., Udipi.

ROYAL MAIL CONTRACTORS,
SERVICE OWNERS & AUTOMOBILE ENGINEERS,
SPECIALISTS IN OXY-ACETYLENE WELDING.

POST BOX NO. 27,

Dy. Secy. (Home)

Ref. No. 598/54.

Udipi, 1st August 1954.
(S. India)

BBarameshwaran 5/8/54

To

The Secretary to the Government,
Ministry of Transport,
Government of Madras,
Fort St. George,
M A D R A S.

REGISTERED FOR RELIGIOUS ENDOWMENTS AND REGISTRATION
3-AUG 954.

106369

Sir,

Sub: Motor vehicles - Stage carriage - Variation by extension of permit inclusion of sector-Brahmavar to Mabukal ferry - Revision petition.

ASSISTANT SECRETARY TO GOVERNMENT
6 AUG 1954
HOME Department

We are submitting herewith a revision petition over the order of the Regional Transport Officer, South Kanara, Mangalore rejecting the variation of permit applied for and also enclosed herewith the true copies of proceedings of the Regional Transport Officer, Mangalore passed in Ref.C.No. 2026/53-A dated 23-11-1953 and Ref.C.No. 13727/53-A dated 5-7-1954 and also order of the Central Road Traffic Board, Madras passed in R.No. 30086/A1/54 dated 19-7-1954. We pray for early and favourable orders.

Yours faithfully,
For THE HANUMAN TRANSPORT CO. LTD.,

MANAGING DIRECTOR.

Encl: 1 original & 6 copies of revision petition.
1 original order R.No. 30086/A1/54 dated 19-7-54 and six true copies.
Seven true copies of order Ref.C.No. 2026/53-A dated 23-11-53.
Seven true copies of order Ref.C.No. 13727/53-A dated 5-7-54.
One chalan receipt No. 25/26-7-54 for Rs. 50/-

V.P/-

BEFORE THE GOVERNMENT OF MADRAS,
MINISTRY OF TRANSPORT, MADRAS

Revision petition under Sec. 64A of the Motor Vehicles Act by the Hanuman Transport Co.Ltd., Udipi represented by its Managing Directc

Being highly aggreived by the order of the Regional Transport Officer, South Kanara, Mangalore in proceedings No. Ref. C.No. 13727/53-A dated 5-7-1954 under the powers delegated in G.O.Ms. No. 692 Home dated 28-2-53, the petitioner begs leave to prefer this revision petition on the following grounds interalia:

1. That the order of the Regional Transport Officer, Mangalore is contrary to the rules & regulation on the subject and is further unjust and inequitable.

2. That the petitioner applied for variation of route of the permit for Stage Carriage MDX 2352 running between Bhadragiri to Someshwar via Brahmavar by extending the route from Brahmavar to Barkur ferry a distance of 1¼ mile and from Brahmavar to Mabukal ferry a distance of 2½ miles. While granting the variation by extending the route up to Barkur Ferry, the Regional Transport Officer has been pleased to reject the extension applied for up to the Mabukal ferry on the ground that there are already 22 single trips between Bhadragiri ferry to Mabukal ferry.

3. That the order of the Regional Transport Officer in rejecting the application for extension from Brahmavar to Mabukal ferry a distance of only 2½ miles has failed to take note of the fact that only in November last in proceedings Ref. C.No.2026/53-A dated 23-11-1953 the variation of the route permit by extension from Brahmavar to Mabukal Ferry was granted to M/s. The Canara Public Conveyance Co.Ltd., Mangalore for its Stage Carriage MDX 800 notwithstanding that even then there were 22 single trips between Bhadragiri to Mabukal ferry as there are now and that the variation of route permit thus granted has not been taken advantage of by the grantee and has lapsed. It would have been quite easy

for THE CANARA [illegible]
U Shanbhag
Managing Director.

and proper to grant the variation by extension applied for by the petitioner from Brahmavar to Mabukal ferry in the place of lapsed permit without increasing the number of operators or the number of trips that were found proper and necessary in November 1953. The petitioner was also prepared to observe the condition that no additional fare should be collected from through passengers from Bhadragiri to Someshwar by reason of the variation of the route by extension from Brahmavar to Mabukal ferry.

4. That the petitioner submits that while there are 90 single trips between Udipi & Kallianpur ferry (or Bhadragiri ferry) and there are 30 single trips between Coondapur & Mabukal ferry, there are only 22 single trips between Bhadragiri & Mabukal ferry, the connecting link being thus wholly insufficient and therefore through passengers between Udipi & Coondapur or from Mabukal side to Someshwar are seriously handicapped on account of insufficient trips in the central zone. The grant of the variation by extension from Brahmavar to Mabukal ferry would have increased the single trips between Bhadragiri & Mabukal ferry from 22 to 26 single trips and remedied to some extent the shortage of transport facilities between Bhadragiri ferry and Mabukal ferry. In addition the variation applied for could have been extended for 8 single trips to make up 30 single trips between Bhadragiri & Mabukal ferry. At any rate there cannot be any conceivable objection for the variation by extension between Brahmavar & Mabukal ferry at least for 4 single trips as the same has once before been granted to M/s. The Canara Public Conveyance Co.Ltd., Mangalore in November last. If these four additional single trips between Brahmavar & Mabukal ferry were considered proper & necessary in November last, they must be equally proper & necessary today.

5. That the petitioner further submits that its Stage Carriage MDX 2352 running between Bhadragiri to Someshwar via Brahmavar has now the route permit to ply only for 108 miles per

for THE [illegible] LTD

Managing Director

day and even with the variation by extension granted up to Barkur ferry the total mileage per day comes only to 113 miles per day. This is quite uneconomical and for that reason permits are always granted upto 160 miles per day. The variation by extension applied for between Brahmavar & Mabukal ferry will increase the mileage by 10 making the total to 123 miles and can be increased further by increasing the number of trips between Bhadragiri & Mabukal ferries.

6. That the petitioner filed an appeal before the Central Road Traffic Board, Madras over the above order of the Regional Transport Officer, Mangalore, South Kanara but the same was rejected by the order of the Central Road Traffic Board, Madras in R.No. 30086/A1/54 dated 19-7-54 with an observation that the appeal does not lie under Sec. 64 and that a revision petition may be filed to the Government over the said order of the Regional Transport Officer. Hence this revision petition.

7. In conclusion, the petitioner prays that the Honourable Government be pleased to give the petitioners favourable consideration by awarding the variation by extension of the route permit for MDX 2352 from Brahmavar to Mabukal ferry under revision to the petitioners herein and thus render justice and also promote the interest of the public.

For THE HANUMAN TRANSPORT CO., LTD.

U Sriniyasa

Managing Director

PETITIONER

UDIPI

Dated 26th July'54

Government Central.

ORIGINAL

structions see reverse

Chalan for payment of money into th... [illegible] Treasury / Sub-Treasury at

CANCELLED 5/AUG1954

P

No. 25

By whom paid and name and address of the person on whose behalf money is paid.	On what account, with authority if any and head of account.*	Amount.			Monthly consecutive number assigned to the credit in the day-book.	
		Rs.	A.	P.	No.	Month.
The Harmonium Transport Co. Ltd. Rep.	Fee for Revision of No Government agency The decision of R.T.O.	50				
	Total (in words and figures) ..	50				

Date 26.7 1954

Remitter. [illegible]

Received Rupees Fifty only

Madras Treasury

Sub-Treasury

Entered.

Signature of Depositor.

Signature of English Head Assistant.

Signature of Treasury Officer.

Tamil Head Assistant or Gumashta.

* Head of account should be filled in by the Department Officer or Treasury Officer. T.R.O.

INSTRUCTIONS.

T. & A. 1 (b).

ಅನುಜ್ಞೆಗಳು.

"The receipt is not valid or binding on the Government unless—

I. In the case of payments in Huzur Treasuries it is signed (1) by the Huzur Treasurer and (2) by the English Head Accountant when the amount is under Rs. 500 and also (3) by the Treasury Deputy Collector when the amount is Rs. 500 or more.

II. And in the case of payment in Sub-Treasuries, (1) by the Shroff and (2) by the Taluk Head Accountant or Taluk Sarishtadar."

I. Receipts for cash or cheques paid for service stamps should be given in M.T.C. Form 5/A (T. & A. 85).

"I. ಹಜೂರ್ ಖಜಾನೆಗಳಲ್ಲಿ ಮಾಡಿದ ಪಾವತಿಗಳ ಸಂಗತಿಯಲ್ಲಿ, (1) ಹಜೂರ್ ಟ್ರೆಸರರಿಂದ ಮತ್ತು (2) ಪೂರ್ಣ 500 ರೂಪಾಯಿಗಿಂತ ಕಡಿಮೆಯಿರುವಲ್ಲಿ ಇಂಗ್ಲೀಷ್ ಹೆಡ್ ಅಕೌಂಟೆಂಟರಿಂದ ಮತ್ತು (3) ಪೂರ್ಣ 500 ರೂಪಾಯಿ ಯಾ - ಅದಕ್ಕೆ ಮೀರಿ ಇರುವಲ್ಲಿ ಟ್ರೆಜರಿ ಡಿಪ್ಯೂಟಿ ಕಲೆಕ್ಟರಿಂದ ಸಹ ದಸ್ಕತು ಮಾಡಲ್ಪಟ್ಟರೇನೆ ವಿನಾ,

— ಸಬ್ ಟ್ರೆಜರಿಗಳಲ್ಲಿ ಮಾಡಿದ ಪಾವತಿಗಳ ಸಂಗತಿಯಲ್ಲಿ (1) ಶರಾಫನಿಂದಲೂ, (2) ತಾಲೂಕು ಹೆಡ್ ಅಕೌಂಟೆಂಟ್ - ಯಾ - ತಾಲೂಕು ಶಿರಸ್ತೆದಾರರಿಂದಲೂ ದಸ್ಕತು ಮಾಡಲ್ಪಟ್ಟರೇನೆ ವಿನಾ,

ಈ ರಸೀದಿಯು ಸಾಧುವಾದುದಾಗಿ - ಯಾ - ಗವರ್ನ್‌ಮೆಂಟಿನವರನ್ನು ಬದ್ಧಪಡಿಸುವಂಥದಾಗಿ ಇರುವುದಿಲ್ಲ.

III. ಸರ್ವಿಸ್ ಸ್ಟ್ಯಾಂಪ್ಪುಗಳಿಗಾಗಿ ಪಾವತಿಮಾಡಿದ ನಗದು ಯಾ - ಚೆಕ್ಕುಗಳಬ್ಗೆ ರಸೀದಿಗಳನ್ನು M.T.C. ಫಾರ್ಮ್ 5-A. (T. & A. 85) ರಲ್ಲಿ ಕೊಡತಕ್ಕದ್ದು.

Proceedings of the Secretary, Central Road Traffic Board, Madras.

M.No.30076/A1/54 Dated 19--7--1954.

Sub: Appeal - stage carriages - MDX 2352 - Route Bhadravati to Someswar (via) Brahmavar etc - Variation by inclusion of sectors Brahmavar to Mahukal ferry and Brahmavar to Barkur ferry - Application not complied within full by Regional Transport Officer, Mangalore - Petition rejected as not entertainable

THE HANUMAN TRANSPORT CO. LTD.
6997
22 JUL 1954
UDIPI.

Ref: 1.Proceedings of the Regional Transport Officer, Mangalore C.No.13222/53-A dated 5-7-54.
2.Petition dated 13-7-54 from the Hanuman Transport Co. Ltd.,

In his Proceedings first cited the Regional Transport Officer, Mangalore granted the variation of the route Bhadravati to Someswar (via) Brahmavar, Kunjal and Kundapur by inclusion of the sector Brahmavar to Barkur ferry and rejected the inclusion of the sector Brahmavar to Mahukal ferry. Against this order, Sri Hanuman Transport Co., Ltd., Udipi, the applicant for the variation has preferred an appeal to this Board. Sec. 64 of the Motor Vehicles Act does not provide for an appeal against order rejecting the application for variation of permits. The appeal petition is therefore rejected as not entertainable. He may if so advised prefer a revision petition to the Government in due time.

Arphuthi Rao Naidu,
Secretary

To
Sri Hanuman Transport Co., Ltd., Udipi.
Copy to the Regional Transport Officer, Mangalore (with a copy of appeal petition)

/By order/

Superintendent

vvr/19--7

PROCEEDINGS OF THE REGIONAL TRANSPORT OFFICER, MANGALORE

Present: Sri K. C. Nambiar, B.A.

Ref: C. No. 13727/53-A Dated 5-7-54.

Sub: Motor Vehicles - Stage Carriages - MDX 2352 - H.T.Co., Ltd., Udipi - route Bhadragiri to Someshwar via Bramavar Kunjal and Hebri - variation by inclusion of sectors Brahmavar to Mabukal ferry and Brahmavar to Barkur ferry - Application orders passed.

THE HANUMAN TRANSPORT CO., LTD. UDIPI. 5872

Ref: 1. Letter Ref. 704/53 dated 28-10-53 of the H.T.Co.,Ltd.,
2. Notification Ref. C. 13727/53-A dated 2-5-54.
3. Letter Ref. 313/54 dated 10-5-54 of the C.P.C.Co.,Ltd
4. Letter Ref. 549/54-D dated 17-5-54 of the S.V.M.Co.,Ltd.

The application of the H.T.Co.,Ltd.,Udipi for variation of route Bhadragiri to Someshwar in respect of their bus MDX 2352 covered by permit No. 18/SK/46 by inclusion of sectors from Brahmavar to Mabukal ferry and Brahmavar to Barkur ferry was notified inviting representations. In response the C.P.C.Co.,Ltd.,Mangalore and the S.V.M.Co.,Ltd.,Mangalore submitted representations objecting the grant of variations applied for.

The applicant and the objectors were heared at a conference held on 14-6-54. The applicants desired to have variations in respect of route Someshwar to Bhadragiri via Brahmavar by extending the service on 2 sides, one to Mabukal and the other to Barkur. There are no buses plying now on the sector Brahmavar to Barkur but there are already two buses with 22 single trips plying on the sector Brahmavar to Mabukal. Extension on the sector Brahmavar to Barkur is therfore considered necessary.

In exercise of the powers delegated to Regional Transport Officers in G.O.Ms. 692, Home dated 28.2.53, the variation of route by extension on the sector from Brahmavar to Barkur ferry alone is therefore granted. For the reasons stated above variation by extension from Brahmavar to Mabukal is rejected.

The permit holders are directed to produce their permit in respect of Bus MDX 2352 for recording the variation of route.

sd/- K. C. Nambiar,
7/7/54
Regional Transport Officer, Mangalore S.K.

To
H.T.Co., C.P.C.Co., S.V.M.Co., & " A " section.

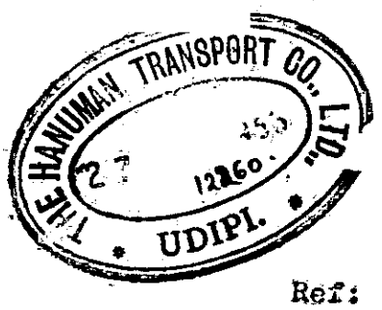
For THE HANUMAN TRANSPORT CO., LTD.
Managing Director.

(T R U E C O P Y)

PROCEEDINGS OF THE REGIONAL TRANSPORT OFFICER, MANGALORE

Ref: C. No. 2026/53-A dated 23-11-53 13

Sub: Motor Vehicles – Stage Carriages – MDX 800 974 and MDM 2030 – Routes Bhadragiri to Someshwar Bhadragiri to Puthige and Udipi to Kxxx Parkal –Variatic of permit by extension of routes from Brahmavar to Mabukal in respect of MDX 800 and 974 and from Parkal to Puthige in respect of MDM 2030 – application.



Ref: 1. Application dated 10.12.52 from Sri C. P. C. Co., Mangalore received with Central Board's L.Dis. No. 62699/E2/52 dated 26.2.53.

2. Notification Ref. C. 2026/53-A dated 13-9-53

3. Letter Ref. 608/53 dated 5.10.53 of Sri H. [illegible] Co., Ud:

4. Letter Ref.1234/53-D dated 9-10-53 of Sri S.V.M. Co., Ltd., Mangalore.

The application of Sri C.P.C.Co., Ltd.,Mangalore for variation of their permit in respect of Stage Carriages plying on routes (1) Bhadragiri to Someshwar via Brahmavar (2) Bhadragiri to Puthige via Brahmavar and Someshwar and (3) Udipi to Kalyanpur Udyavar, Malpe and Parkal transferred by Central Road Traffic Board in L.Dis. 62699/E2/52 dated 26-2-53 were notified inviting representations. In response Sri H. I. Co.,Ltd., Udipi and Sri S.V.M.Co.,Ltd.,Mangalore submitted their representations.

The applicant and the objectors were heard by the Regional Transport Officer, Mangalore on 19-11-53. As regards variation of routes (1) in respect of bus MDX 800 the applicant has represented that no additional fares will be collected from through passengers from Bhadragiri to Someshwar or vice versa for the reason that the extension from Bhadragiri to Mabukal is allowed.

With regard to the variation of routes (2) and (3) in respect of buses MDX 974 and MDM 2030, the passenger traffic on the sectors on which the applicant wanted to ply their buses in addition to the original routes does not necessitate the running of additional buses.

In exercise of the powers delegated to Regional Transport Officers under section, 48 A of Motor Vehicles Act 1 G.O.Ms. No. 692, Home dated 28-2-53, the objections are waived in respect of proposal for route (1) and the variation on applied for is granted for one bus MDX 800. The applications in respect of variation of routes (2) and (3) for two other buses is rejected the applicants are advised to produce their relative permits for recording variation of route.

sd/ K. C. Nambiar
25.11.53
Regional Transport Officer,
Mangalore

To

Sri C.P.C.Co.,Ltd.,Mangalore
Sri H.I.Co.,Ltd.,Udipi
Sri S.V.M.Co.,Ltd.,Mangalore.
Copy submitted to Secretary, Central Road Traffic Board, Madras
vjd/ 24-11

(TRUE COPY) for THE HANUMAN TRANSPORT CO., LTD.

Managing Director.

Home in seal 1/8/54

Home (Tr.II) Dept.

Memo. No. 106369 Tr.II/54-1 d. 13. 8-54

Motor Vehicles - Stage carriages - R.T.A., South Kanara - Route Bhadragiri to Someswar via Bramavar Variation of in respect of bus MDX 2352 - Rejected by R.T.O. - Appeal rejected by Secy., C.R.T.B. as not entertainable - Revision petition to Govt.

Ref: Revision petition dated 1-8-54 from the Hanuman Transport Co. Ltd.

It is not clear from the revision petition whether the revision petition filed is against the orders of the R.T.O., South Kanara in his proceedings C.No. 13727/53-A, dated 5-7-54 or against the proceedings of the Secy., C.R.T.Board in R.No. 30086/A1/54, dated 19-7-54 or against both If the petition is against both the above orders, the petitioners should submit separate petitions against each order with the prescribed fee and the prescribed number of spare copies of the petition in accordance with rule 148-B of the M.M.V. Rules. If, however, the petitioners only seek to revise the order of the R.T.O., South Kanara dated 5-7-54 they are referred to rule 148-B of the M.M.V. Rules, and they are directed to produce not later than 27-8-54 the original or a certified copy of that order, with documents evidence to show the date of its receipt by them, failing which the revision petition cited will be rejected as not in compliance with rules

To the Hanuman Transport Co., Ltd.,
Udipi (by R.P. Ack. due.)

12.8.54 13/8/54

13/8/54

TELE { GRAMS 'HANUMANCC
PHONE: 18

RAILWAY STATION: MANGALORE (S. I. RLY.)

The Hanuman Transport Company Limited

17

ROYAL MAIL CONTRACTORS,
SERVICE OWNERS & AUTOMOBILE ENGINEERS,
SPECIALISTS IN OXY-ACETYLENE WELDING,
RADIO SALES & SERVICE.

POST BOX NO. 27

Ref. No 689/54

Udipi, 19th Aug. 1954
(S. India)

The Secretary to Government
Home Department
Ministry of Transport
Government of Madras,
Fort St. George, MADRAS

Sir.

Sub: Motor Vehicles - State carriages - Route Bhadragiri to Someshwar via Brahmavar - variation - in respect of stage carriage MDX 2352 - Rejected by the Regional Transport Officer, South Kanara under powers delegated to him in G.O.Ms.692-Home dated 28-2-1953 - Revision petition

11589

Ref: Your memorandum No.106369.Tr.II/54-1 dated 13-8-1954.

We beg to bring to your kind notice that we seek revision of the order of the Regional Transport Officer South Kanara passed in proceedings Ref.C.No.13727/53-A dated 5-7-1954 and have submitted herein the original order which we received from the Regional Transport Officer, South Kanara only on 9-7-1954 as inwarded in our register

Yours faithfully
For THE HANUMAN TRANSPORT CO. LTD

MANAGING DIRECTOR

Encl:

BR:

PROCEEDINGS OF THE REGIONAL TRANSPORT OFFICER MANGALORE.

PRESENT: Sri K.C. Nambiar, B.A.,

Ref.C.No.13727/53.A. Dated: 5.7.1954.

Sub: MOTOR VEHICLES - Stage Carriages - MDX.2352 - H.T. Co.,Ltd., Udipi - Route Bhadragiri to - Someshwar via. Bramavar, Kunjal and Hebri - variation by inclusion of sectors - Brahmavar to Mabukal ferry and Brahmavar to Barkur ferry - Application orders passed.

Ref: Letter Ref.704/53 dated 28.10.53 of the H.T.Co., Ltd.,
2. Notification Ref.C.13727/53.A dated 9.5.54.
3. Letter Ref.No.313/54 dated 10.5.54 of the C.P.C. Co., Ltd.,
4. Letter Ref.549/54.D dated 17.5.54 of the S.V.M. Co.,Ltd.,

The application of the H.T. Co., Ltd., Udipi for variation of route Bhadragiri to Someshwar in respect of their bus MDX.2352 covered by permit No.18/SR/46 by inclusion of sectors from Brahmavar to Mabukal ferry and Brahmavar to Barkur ferry was notified inviting representations. In response the C.P.C. Co.,Ltd., Mangalore and the S.V.M. Co., Ltd., Mangalore submitted representations objecting the grant of variations applied for.

The applicant and the objectors were heard at a conference held on 14.6.54. The applicants desired to have variations in respect of route Someshwar to Bhadragiri via. Brahmavar by extending the service on 2 ~~dices~~ sides one to Mabukal and the other to Barkur. There are no buses plying now on the sector Brahmavar to Barkur but there are already two buses with 22 single trips plying on the sector Brahmavar to Mabukal. Extension on the sector Brahmavar to Barkur is therefore considered necessary.

In exercise of the powers delegated to Regional Transpor Officers in G.O.Ms.No.692, Home, dated 28.2.53, the variation of route by extension on the sector from Brahmavar to Barkur ferry alone is therefore granted. For the reasons stated above variation by extension from Brahmavar to Mabukal is

is rejected

The permit holders are directed to produce their permit in respect of bus MDX.2352 for recording the variation of route.

Sd/-** 7.7.54.

Regional Transport Officer,
South Kanara.

To

H.T. Co., C.P.C. Co., S.V.M. Co
and A Section.

/True Copy/

For secretary 26/7/54

SRD

26/7/54

is rejected.

The permit holders are directed to produce their permit in respect of bus MDX.2352 for recording the variation of route.

Sd/***/7.7.54.

Regional Transport Officer,
South Kanara

To

H.T. Co., C.P.C. Co., S.V.M. Co.,
and A Section.

/True Copy/

For Secretary.

SRD

1,002—1-4-54.

(C.No.1 Tr.II/5

HOME (TRANSPORT II) DEPARTMENT.

Memorandum No. 106369 **Tr.II/5** 4 - 9 **dated** 29. **1954**

Motor vehicles—Stage carriages/~~goods vehicles~~—Regional Transport Authority. S. Kanara - Route Bhadragiri to Someswar via Bramavar - Variation of route by inclusion of sector Brahmavar to Mabukal. in respect of bus MDX 2352 rejected by RTO
Revision petition to Government.

Ref.—Revision petition, dated 1-8-54, from the Hanuman Transport Co. Ltd.

A copy of the petition cited is referred to the Secretary, Central Road Traffic Board, for parawar remarks which should be submitted with the connected records, ~~a copy of the history sheet of the petitioner and the respondent,~~ a rough sketch map of the route and the connected routes, and a statement showing the number of buses plying on the sectors, not later than. 14-9-54

2. A copy of the petition cited is enclosed. Sri/~~Messrs.~~ C.P.C.Co.Ltd., Mangalore/the S.V.M.Co.,Ltd., Mangalore should submit ~~his~~/their representations, if any, against the petition, before 14-9-54 failing which it will be presumed that ~~he~~/they has/have no representations to make and orders will be passed accordingly.

3. Pending disposal of the revision petition cited, the operation of the order of the Regional Transport Authority, granting the permit on the route as confirmed by the Central Road Traffic Board in R. No. dated

is hereby stayed.

To the Secretary, Central Road Traffic Board, Madras-8
Regional Transport Officer, Mangalore } with a copy of pp. 3-5 cf.

Sri/Messrs. C.P.C.Co.Ltd., Bus operators, Mangalore
Messrs. S.V.M.Co.Ltd., Bus operators, Mangalore
(Para 2 only with a copy of pp. 3-5 of by registered post/under certificate of posting.,

Note: Please see the letter on p. 17 c.f. with ref. to the memo. on p.15 c.f. The petr. has stated that the revision petition has been preferred against the orders of the R.T.O., Mangalore. He has sent a certified copy of the above proceedings, but the documentary evidence to show the date of its receipt by him has not been sent. It is however seen that the copy of the proceedings has been authenticated by the R.T.O., Mangalore on 7-7-54, and it is likely that it ~~had been~~

was received by the petr. on 9.7.54 as stated by him. As the revision petition was filed on 3.8.54, it is within the time of limitation.

The petition may now be referred to the C.R.T.Bd. for remarks and to the respondents for representations. Draft memo. subd. overleaf is for approval.

30.8.54

21/8/54

21.8.54

Telegram : "ENTERPRISE" MANGALORE.

Telephone : Kodialbail Workshops, General Manager's Office, Managing Director's Office 55

Telephone: Managing Director's Residence 161, Lorry Office & Bus Garage 141, Hampankatta Office 198

THE CANARA PUBLIC CONVEYANCE CO., LTD.,

BANKERS:
Canara Bank, Ltd.
The Canara Banking Corporation, Ltd.
The Canara Industrial & Banking Syndicate, Ltd.

POST BOX NO. 85.
MANGALORE 3, S. K.

Ref.

10th September, 1954

BEFORE THE SECRETARY TO GOVERNMENT
HOME DEPARTMENT, GOVERNMENT OF
MADRAS FORT ST. GEORGE, MADRAS 9.

1212/52

ASSISTANT SECRETARY TO GOVERNMENT 13 SEP 1954 HOME DEPARTMENT

The Hanuman Transport Co. Ltd. Udipi — Petitioners.

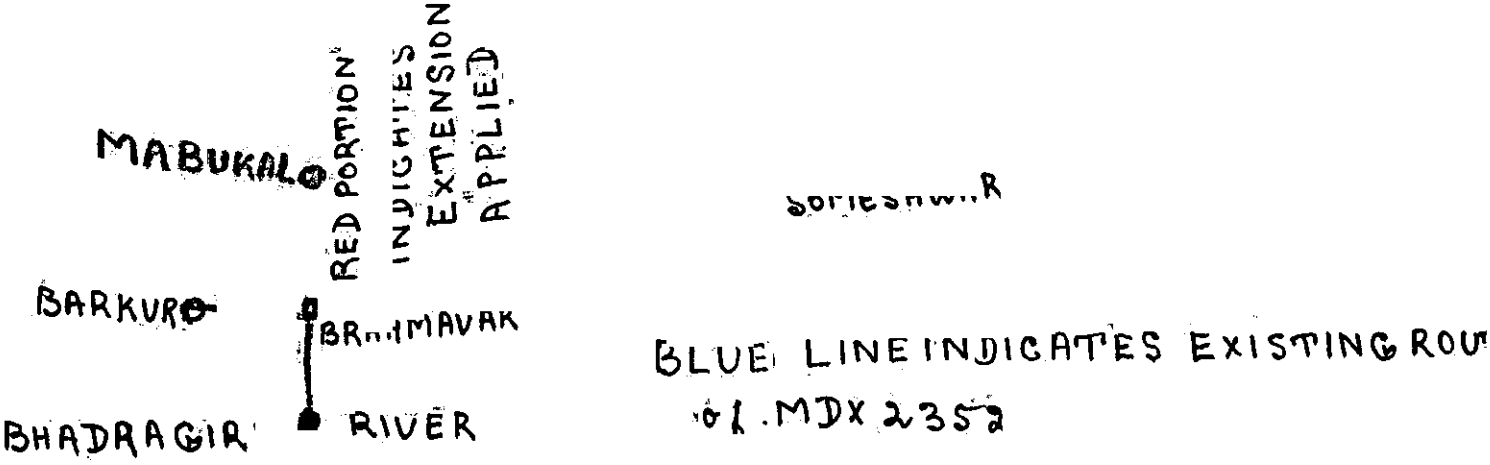
Memorandum No. 106369 Transport 11/54-2 dated 3rd September 1954.

Counterstatement from the Canara Public Conveyance Co. Ltd. Mangalore to the revision petition of Messrs The Hanuman Transport Co. Ltd. dated 1-8-1954 against the order of the Regional Transport Officer, South Kanara, rejecting the application of the said Hanuman Transport Co. Ltd. for extension of their Bhadragiri Someshwar bus to Mabukal.

The Counter petitioners above named beg to submit as follows:

1. That the Stage Carriage MDX 2352 is covered by a permit to ply services on the route Bhadragiri to Someshwar. route distance of which is 27 miles.

2. That the extension applied for by the petitioners is on a different route altogether



3. That the counterpetitioners have a separate bus on the sector Bhadragiri to Mabukal, route distance of which is only 5 miles.

4. That the bus which is running between Bhadragiri and Mabukal of the Counterpetitioners, is doing an uneconomical mileage of 90 miles per day and that this bus which is doing only 90 miles per day, can do 14 trips on the said section if the authorities feel it necessary to

Contd.

25

increase the trips on the said section.

5 That the petitioners argue that there are 90 trips between Udipi and Kallianpur whereas 22 trips between Bhadragiri and Mabukal and 30 trips between Mabukal and Coondapur. For ready reference of the Hon. Government, a rough sketch of the route is drawn here below for perusal. That this argument is specious and contradicted by their own statement may be found from the following facts.

Coondapur River

Mabukal River

Counter Petitioners Bus MDX 972 doing 90 miles per day.

Bhadra-giri River

Udipi

6. Udipi being an important centre, City services are running between Udipi and Kallianpur for a distance of 5 miles and the petitioners in order to build up a case for themselves are taking into consideration the City service trips from Udipi to Kallianpur and arrive at the figure of 90 trips.

7. That route Bhadragiri to Mabukal lies in between Kallianpur and Mabukal rivers and the distance is only 5 miles. There is no habitation on the entire route of 5 miles except at a place of Brahmavar midway between Bhadragiri and Mabukal where there is a small village.

8. That therefore, the petitioners are not justified in comparing Udipi-Kallianpur sector with Bhadragiri to Mabukal sector.

9. The petitioners also contend that there are 30 trips between Coondapur to Mabukal. The counterpetitioners beg to submit that the sector Coondapur to Mabukal covers a distance of 13 miles and on this route big towns like Koteshwar, Kota, Thakkatte, Saligram and Sasthan are situated and hence thd authorities have granted 30 trips on the sector Mabukal to Coondapur

10. That the petitioners are not justified in comparing Mabukal Coondapur sector with Bhadragiri Mabukal sector.

11. That the total mileage of the bus MDX 2352 of the petitioners is 113 miles and on this score the petitioners are contending that they should be given extension on quite a different route to increase their daily mileage of that bus, but the petitioners forget that there is a bus exclusively running on that short sector of 5 miles of the counterpetitioner which is doing a lesser mileage than theirs which is only 90 miles per day.

12. When the counterpetitioners had applied to the Regional Transport

Contd.

VI

Officer to increase the mileage of their bus, running on Bhadragiri-Mabukal sector, from 90 to 120 miles, by granting 3 additional round trips, the petitioners have sent in their objection not to grant these additional trips to the Counterpetitioners saying that there was no sufficient traffic exclusively on the said line.

13. The petitioners have clearly stated in that objection petition of theirs, No. 733/54 dated 20-8-1954, that there is no traffic for more trips on the sector Bhadragiri to Mabukal; it is therefore rather surprising that they should now claim the extension to one of their own buses which is not a route bus of that sector but a bus which is covered by quite a different route.

14. That the counter petitioners beg to submit a copy of the relevant portion of the objection petition of the petitioners against the grant of additional trips to the existing route bus of the counterpetitioners for favour of perusal and to convince the Hon. Government on the facts of the case.

15. That under the facts narrated above, the revision petition may be dismissed in the interest of justice and equity

It is further prayed that as the above Memorandum from the Government was received by the petitioners on 10-9-1954 as could be seen from the Postal acknowledgment, and as the time interval to make this objection petition to reach the Government before 14-9-1954 is too narrow, the Counterpetitioners beg to submit that in case this does not reach before 14-9-54 on account of Postal holiday on Sunday, the delay if any may be condoned.

For The Canara Public Conveyance Co., Ltd.,

General Manager.

Counter petitioners.

Ksb/Rj

Home (Tr II) Deptt

Subd. from perusal of pp. 23-27 above the remarks of the CLT Bd are awaited (R.P. 24.9.54)

17 Sept 54

THE HANUMAN TRANSPORT CO., LTD., UDIPI.

Post Box No. 27
Udipi, 26th August, 54.
(S. India)

Ref. No. 733/54

The Regional Transport Officer,
South Kanara,
Mangalore.

Sir,

Sub: Motor vehicles - stage carriages - MDX 972- C.P.C.Co. Ltd. Mangalore - Route Bhadragiri-Mabukal - additional trips - revision of timings - objection.

Ref: Your notification Ref. C.No.14472/54-A dated 11-8-54 under section 57(3) of M.V. Act.

We hereby object for the grant of additional trips applied for by M/S Canara Public Conveyance Co. Ltd., Mangalore for their vehicle MDX 972 on Bhadragiri - Mabukal route on the following among other grounds.

That the route between Bhadragiri and Mabukal is only a small sector of five miles along the coast and there is no traffic exclusively on the line. This route serves as a link for carrying through passengers coming from Coondapur - Mabukal and from Udipi - Kallyanpur sides respectively.

Yours faithfully,
For Hanuman Transport Company Ltd.,

Sd/-
For Managing Director.

c.c. to M/S C.P.C.Co. Ltd. Mangalore.

(106369/54)

31

D.F. 32 (a)— 184,468—16-11-53.

Transport Department

From (Name) Sri C. Raghupathy Row Naidu, B.A.,
Designation Secretary, Central Road
Station Traffic Board, Egmore, Madras.8

Received ——— Registered ———

To

The Secretary to Government,
Home Department, Madras.

Enclosures:

No. 38727/A1/54 dated 14.9.1954. 195

Sir,

Sub: Motor Vehicles - Stage Carriages - Regional Transport Authority - South Kanara - Route Bhadragiri to Someshwar via. Brahmawar - variation of route by inclusion of sector Brahmawar to Mabukal in respect of bus MDX 2352 - rejected by Regional Transport Officer Revision petition to Government - Interim report submitted.

Ref: Government Memo No.106369/Tr.II/54.2,Home, d/3.9.54.

12306

The report due from the Regional Transport Officer, Mangalore has not been received yet. He has been reminded. The Board's reply will be submitted immediately on receipt of the Regional Transport Officer's report.

SRD. 15/9

For Secretary.

C.F. 22—14,67,656—21-8-52.

TRANSPORT Department

From (Name) Sri C Raghupathy Row Naidu, B.A.

Designation Secretary,

Station Central Road Traffic Board, Madras. 8.

Received ____ Registered ____

To

The

Secretary to Government,
Home Department,
Madras. (with encls.)

Enclosures:

No. R.38727-A1-54 dated 20.9.1954. 195

Sir

Sub: Motor Vehicles - Stage carriages- R.T.A. South Kanara -Route Bhadragiri to Someshwar via Brahmawar - Variation of route by inclusion of sector Brahmawar to Mabukal in respect of bus MDX 2352 rejected by Regional Transport Officer -Revision petition to Govt.

Ref: Govt.Memo No.106369/Tr.II/54-2, Home dt. 3.9.54.

The Central Board submits herewith a copy of letter R.No.17118/54-A dated 11.9.54 received from the Regional Transport Officer, Mangalore. The report of the Regional Transport Officer covers all the points urged in the revision petition.

The connected records of the Regional Transport Officer, Mangalore, D.Dis.13727/53, a rough sketch map of the route and the connected routes and a statement showing the number of buses serving the various sectors of the route are enclosed for reference.

for SECRETARY.

AM/21.9.

TRANSPORT DEPARTMENT

From

Sri K.C. Nambiar, B.A
Regional Transport Officer
South Kanara, Mangalore.2

To

The Secretary
Central Road Traffic Board
Madras.8.

Ref:C.No.17118/54-A dated 11-9-54

Sir,

Sub: Motor Vehicles - Stage carriages - Regional Transport Authorit South Kanara - Route Bhadragiri to Someshwar via Brahmavar - Variation of route by inclusion of sector Brahmavar to Mabukal in respect of bus MDX 2352 - Rejected by Regional Transport Officer - Revision petition to Government - Remarks-Submitted.

Ref: Govt. Memorandum No.106369/Tr.II/54-2 dated Home dated 3-9-54

On 28-10-53, the revision petitioners applied for variation of permit in respect of their bus MDX 2352 by extension of route Bhadragiri to Someshwar via Brahmavar, Kunjal and Hebri from (1) Brahmavar to Mabukal ferry and (2) Brahmavar to Barkur ferry. The proposal was notified under section 47 (1) of M.V.Act. I made local enquiries and placed the proposal before the R.T.A., for recording its views. It recommended extension of route from Brahmavar to Barkur ferry According, I then submitted the proposal to the Chairman, C.R.T.B., for prior approval recommending extension of route from Brahmavar to Barkur only. My proposal was approved by Chairman, C.R.T.B., in proceedings D.Dis.11087/A1/54 dated 18-8-54.

The application of the revision petitioners was thereafter notified under section 57 (3) of M.V.Act, and after hearing the applicants and the persons who submitted representations in response to Notification under section 57 (3) on 14-6-54, I allowed the variation applied for from Brahmavar to Barkur ferry and rejected the other variation from Brahmavar to Mabukal ferry for the reasons recorded in my proceedings Ref.C.13727/53-A dated 5-7-54. This revision petition is against my orders rejecting the extension of route from Brahmavar to Mabukal ferry. My remarks on the revision petition are submitted below:-

Para. 1 and 2 No remarks

Para. 3 The variation of route from Brahmavar to Mabukal ferry granted to C.P.C.Co.,Ltd.,Mangalore in my Ref.C.2026/53-A dated 23-11-53 was to allow little more economic mileage to the bus which was covering only 108 miles per day. The revision petitioners also did not press their objections in granting variation to the C.P.C. Co.,Ltd.,Mangalore at that time. It may be pointed out in this connection that this was recommended in July 53 and was actually granted in November,53. The request for variation up to Mabukal ferry in the case of the revision petitioner was rejected in July 54. Traffic was considered to be on the increase at the time the variation was granted to C.P.C.Co. But I considered that diversion of bus in two directions (1) from Brahmavar to Mabukal and (2) from Brahmavar to Barkur ferry would greatly inconvenience the through passengers from Bhadragiri to Someshwa This was also another reason for which variation on this sector was rejected. But the fact that this did not use this was a clear proo that the existing 22 singles amply served the sector. Against this back ground, I did not thik any public interest an would be served by granting the variation to this sector. Further, in the case of C.P.C. Co., extension was granted only from Brahmavar to Mabukal ferry in one direction. In the present case, the request was for variation to two sectors. I consider that diversion of bus in two directions (1) from Brahmavar to Mabukal and (2) from Brahmavar to Barkur ferry would greatly inconvenience the through passengers from Bhadragiri to Someshwar. This was also another reason for which variation on this sector was rejected.

Para. 4 The sector from Udipi to Kalyanpur is served by 5 mufassal buses performing 42 singles. It is also served by 6 town buses performing in all 48 singles per day. These town buses are intended to serve the needs of local town people of Udipi & and its suburbans. The sector from Bhadragiri to Mabukal is served by 2 buses performing 22 singles in all. The other sector from Mabukal to Coondapur is served by 3 buses performing 30 singles per day. The sectors from Udipi to Kalyanpur and Mabukal to Coondapur are no doubt served with more trips than the sector from Bhadragiri to Mabukal as there is more traffic. Traffic need not necessarily be equal on all sectors and different sectors require varying transport facilities. As regards the argument that because C.P.C.Co.,Ltd., had been granted the extension before, H.T.Co.,Ltd.,Udipi also should have been granted the extension, I may repeat what I have already stated above: the very fact that C.P.C.Co.,Ltd., did not use the additional trips granted to them is proof that there was no surplus traffic to absorb

Para. 5 Extension can not be granted merely to increase mileage It can be granted only in public interest. In this cas the mileage also can not be considered to be wholly uneconomical seeing that it is above the minimum of 100 miles fixed

Para. 6. No remarks

Para. 7. -do-

I enclose my office D.Dis., No.13727/53 dated 10-9-54 in which the application for variation was dealt with. I enclose D.Dis.2026/53 in which the extension on this sector was granted to C.P.C.Co.,Ltd.,Mangalore together with sketch and the statement referred in para 1 of the Govt. memo

K.M.Ameen
13.9.54

Regional Transport Officer.
South Kanara.

Copy submitted to Secretary, to Govt Home Department, Madras. direct.

13/9/54

vjd/ 11-9

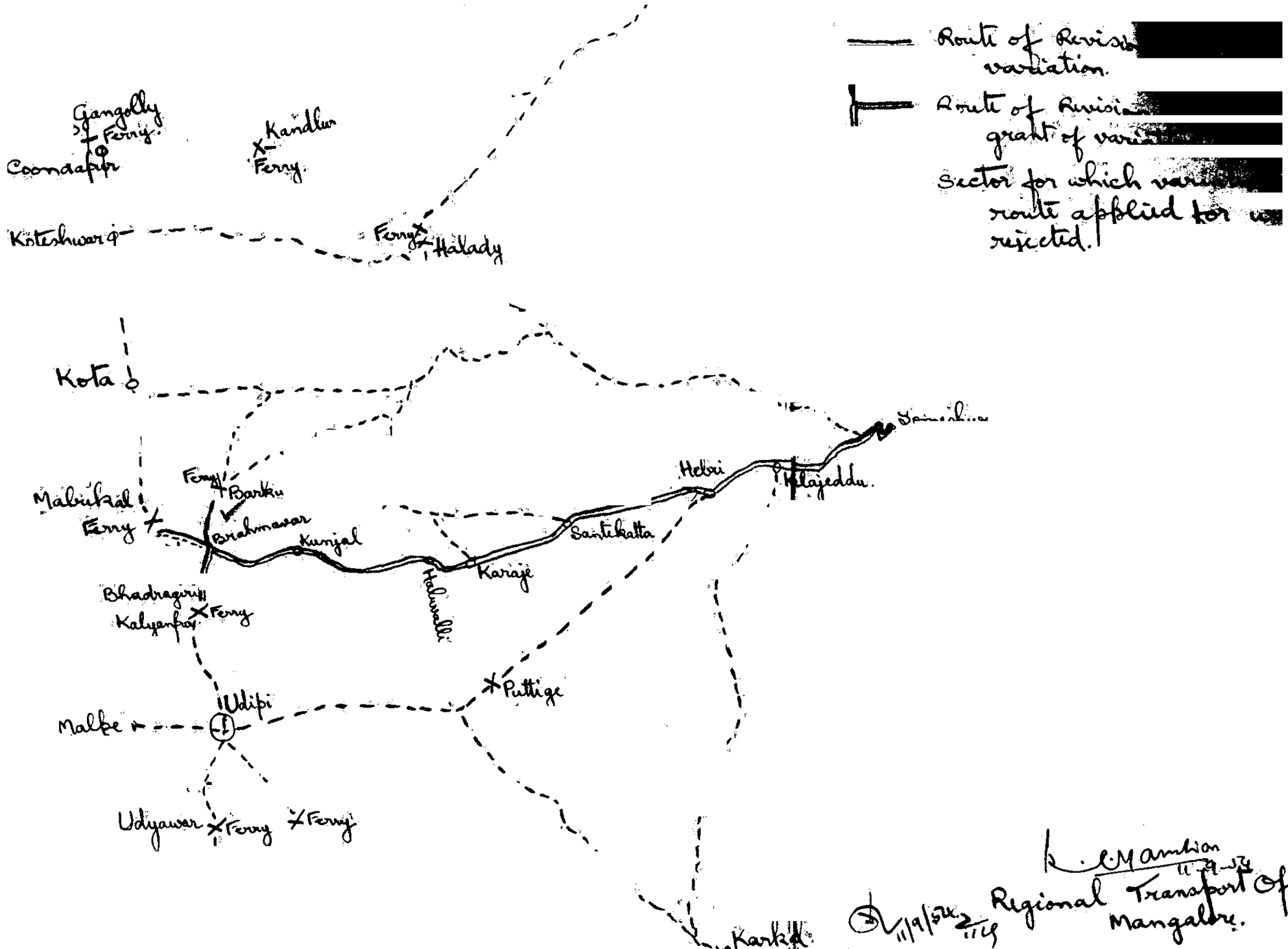
STATEMENT

	Name of sector	No. of buses now serving the sector.	No. of single trips performed on the sector.
1	Udipi to Kalyanpur	5 mufassal buses 6 town buses	42 singles 48 singles
2.	Bhadragiri to Brahmavar	5 buses	40 singles
3	Brahmavar to Mabukal ferry	2 buses	22 singles
4.	Brahmavar to Barkur ferry.	1 bus	1 singles
5.	Brahmavar to Someshwar	4 buses	14 singles.

9.54

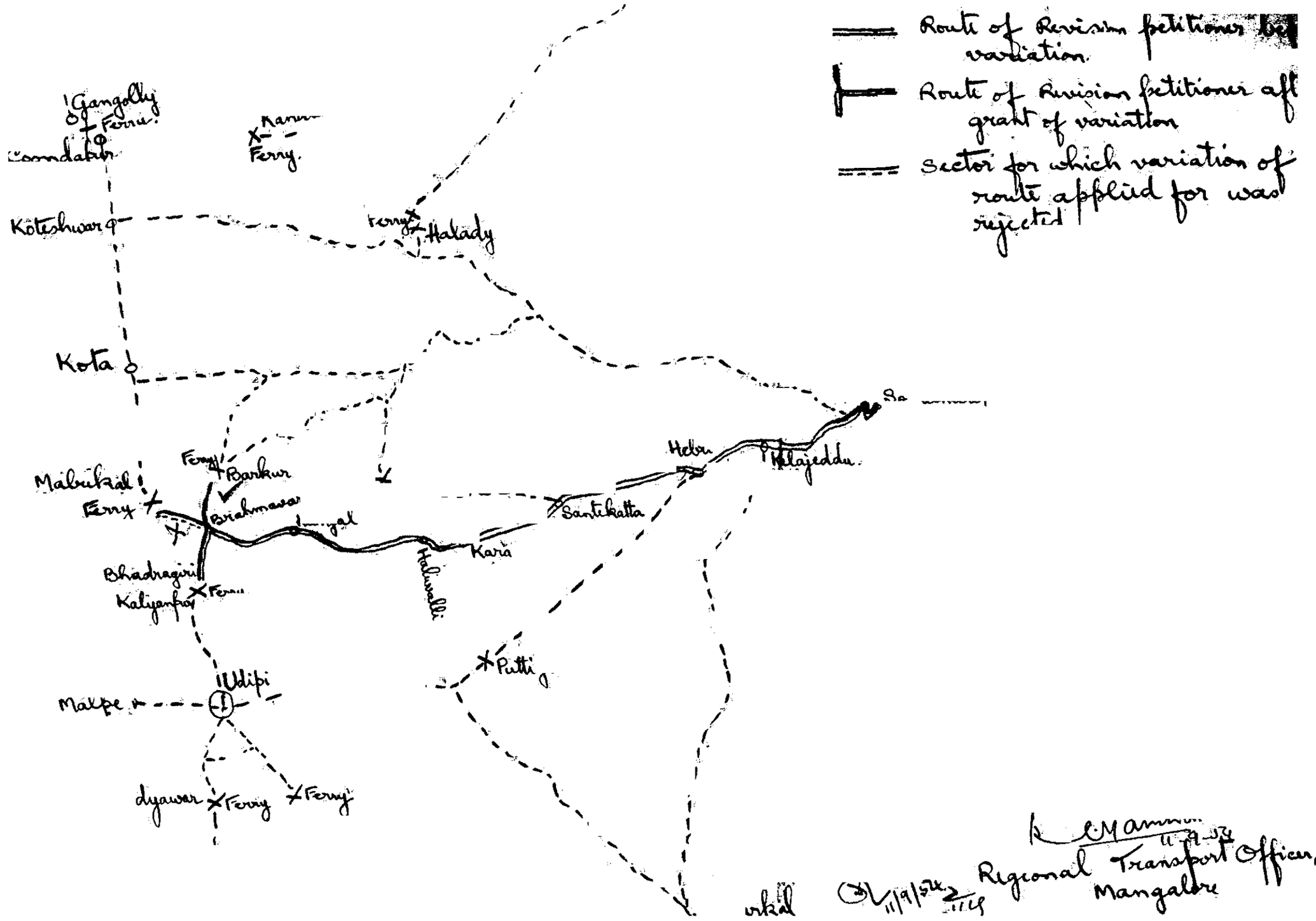
Regional Transport Officer
South Kanara

vid/ 11-9



K. C. Mamtion
11-9-57
Regional Transport Officer
Mangalore.

11/9/57



Regional Transport Officer,
Mangalore

C.No 10007/72/E/54.

Home Dept

G.O.R No 3145 dated 22/8/55

M-Vs - Stage carriages - R.T.A South Kanara Route Bhadragiri to Someswar via Brahmavar - Variation, to route by inclusion of sector Brahmavar to Nabukal in respect of Bus MDX 2352 Rejected by R.T.O. - Revision petition to Govt Rejected -

From the Hanuman Transport Co Ltd Undated revision petition received on 1.8.52

From the Hanuman Transport Co Ltd Undated letter dt 19.8.52

From the Canara Public Conveyance Co Ltd representation dt 10.9.52

From the Secretary, CRTA R No 25722/M/52 dt 20.9.52

Order

In this proceedings no. 13727/53/H dt 5.7.54 the RTO Mangalore rejected the petitioners application for variation of the route Bhadragiri to Someshwar in so far as it relates to the inclusion of the sector Brahmavar to Nabukal in respect of his bus MDX 2352. Against this order the petitioner has

come up to Govt in revision

2. The Govt have examined the case with reference to the revision petition cited, the representations of the objector-respondent and the connected records. There is nothing illegal irregular and improper in the order of RTO Mangalore in his proceedings referred to above, in so far as it relates to rejecting the application for the rejection of the variation of the route so as to include the sector Bramavar to Mabukal in respect of Bus MDX 2852 of the petitioner. The Govt of Madras therefore declines to interfere

K3-5 of
M 23-27 of
(S) + (M)

PCS 21.10.54 — GV 21/X/54 — JS 21 Oct 54

To

The Kanaran Transport Co Ltd
Udip
(under certificate of posting)

The Canara Public Conveyance Co
P.B. No. 85.
Mangalore 3
South Kanara
(under certificate of posting)

The RTO Mangalore
with records at (S) and (M)
By Regd Post with A.D.

The Secy, CRTB
Madras 8.

Copy to S.F.

(C.No.106369/Tr.II/54)

Home Department.

MOTOR VEHICLES:- Stage carriages - R.T.A., South Kanara - Bus MDX 2352 - Route Bhadragiri to Someswar via Brahmavar - Variation so as to include the sector Brahmavar to Mabukal - Rejected by R.T.O. - Appeal rejected by the Secretary, C.R.T.B. as not entertainable - Revision petition.

M1-5 cf — From the Hanuman Transport Co.Ltd., Udipi, petition dated 1-8-1954

p 15 cf — (Issued as Memo No.106369/Tr.II/54-1, Home dated 13.8.54

p 17 cf — From the Hanuman Transport Co.Ltd., dated 19.8.1954.

p 21 cf — (Issued as Memo No.106369/Tr.II/54-2, Home, dated 2.9.1954.)

M 25-29 cf — From the C.P.C.Co.Ltd., representations dated 10.9.1954.

p 33 cf — From the C.R.T.B., R.No.38727-A1/54 dated 20-9-1954.

Abstract of the Case

District:	South Kanara.
Route:	Bhadragiri to Someswar
M 11 cf — R.T.A's Order	Variation of route so as to include the sector Brahmavar to Mabukal refused.
p 9 cf — Order of the C.R.T.B:	Appeal dismissed as not entertainable
M 1-5 cf — Petition before Govt:	From the Hanuman Transport Co.Ltd., Udipi for the grant of variation

This is a case of revision petition against the order of the R.T.O., ~~South Kanara~~ Mangalore at p.11 c.f. The remarks of the R.T.O. are at pp.35-37 c.f. and those of the C.R.T.B. at p.33 c.f. The representation of the respondents Sri C.P.C.Co.Ltd.) are at pp.23-27 c.f. The S.V.M.Co.Ltd., another respondent have not sent their reply as they apparently have no representation to make. The records of the case are at flags (S) and (M) below. The history of the case is as follows:-

para 2, p 3 cf — The Hanuman Transport Co.Ltd., Udipi applied to the R.T.O., South Kanara for variation of route of the permit of Bus MDX 2352 running between Bhadragiri to Someshwar via Brahmavar by extending the route from Brahmavar to Barkur ferry a distance of 1½ miles and

from Brahmavar to Mabukal ferry a distance of 2½ miles. The R.T.O. after hearing the applicants and the persons who submitted representations allowed the variation applied for from Brhamavar to Barkur ferry as there were no buses plying on this sector and rejected the other variation from Brahmavar to Mabukal ferry for the reason that there are already two buses with 22 single trips plying in that sector. As no appeal lies to C.R.T.B. in cases of variation of permits, the petitioners have now come up to the Govt. in revision. The petition is examined below:-

The petitioners contend that in November 1953 the variation of the route permit by extension from Brahmavar to Mabukal ferry was granted to Messrs. The Canara Public Conveyance Co.Ltd., Mangalore for bus MDX 800 notwithstanding that even then there were 22 single trips between Bhadragiri - Mabukkal ferry ~~as there are now~~ that the variation of route permit thus granted was not taken advantage of and had lapsed and that it would have been proper to grant the variation applied for from Brahmawar to Mabukkal ferry in the place of lapsed permit without increasing the number of operators or the number of trips.

The R.T.O. has pointed out that the variation of route from Brahmawar to Mabukkal ferry granted to C.P.C.Co.Ltd. was to allow a little more economic mileage to the bus which was covering it only 108 miles per day and that the petitioners (Hamman Tranpport Co.Ltd.) also did not press their objections in granting variation to the C.P.C.Co.Ltd. at that time. The R.T.O has also stated that the fact that the C.P.C.Co.Ltd. did not use the variation of the permit granted to them was a clear proof that the existing 22 singles amply served the sector and that there was no surplus traffic to absorb. The R.T.O. has also stated that the diversion of the bus in two directions would greatly inconvenience the through passengers from Bhadragiri to Someshwar.

The reason given by the R.T.O. at A above is irrelevant when considering the question of grant of variation as it is not one in public interest. But the reason put forward is really in public interest

Karas. 44 cf

B. The petitioners have also stated that while there are 90 single trips between Udipi and Kalliampur ferry and there are 30 single trips between Coondapur and Mabukal ferry, there are only 22 single trips between Bhadragiri and Mabukal ferry and that the connecting link is thus wholly insufficient and therefore, through passengers between Udipi and Coondapur or from Mabukal side to Someshwar are seriously handicapped on account of insufficient trips in the central zone. They have pointed out that there cannot be any objection for the variation by extension from Brahmawar to Mabukal atleast for 4 single trips as the same was once granted to the C.P.C. Ltd. during November 1953. The petitioners have also

Karas. 44-54

stated that their bus MDX 2352 now running between Bhadragiri to Someshwar via Brahmavar, has the route permit to ply only for 108 miles per day and even with the variation by extension granted upto Berkur ferry the total mileage per day comes only to 113 miles that this is quite uneconomical and that the variation by extension applied for between Brahmavar to Mabukal ferry will increase the mileage by 10 miles making a total of 123 miles and can be further increased by increasing the number of trips between Bhadragiri and Mabukal ferry.

13 a 37 cf

C. The R.T.O. says that that the sector from Udipi to Kalyanpur is served by 5 mufassal buses performing 42 singles that it is also served by 6 town buses performing in all 48 singles per day. The sector from Bhadragiri to Mabukal is served by 2 buses performing 22 singles in all. The other sector from Mabukal to Coondapur is served by 3 buses performing 30 singles per day. The sectors from Udipi to

Udipi to Kalyanpur and Mabukal to Coondapur are no doubt served with more trips than the sector from Bhadragiri to Mabukal as there is more traffic

With reference to petitioner's contention at on p.3 ante, it may be mentioned that in G.O.No.201 Home dated 22.5.1951, the transport authorities have been directed that they should not ordinarily allow a stage carriage to cover less than 100 miles and more than 160 miles per day. The R.T.O. says that the mileage of bus MDX 2352 belonging to the petitioners cannot be considered to be wholly unecnonomical seeing that it is above the minimum of 100 miles fixed.

The bus is now doing 108 miles a day on the route Bhadragiri to Someshwar a distance of 27 miles By the grant of the variation so as to cover the sector Brahmawar to Barkur ferry the total daily mileage is 113 miles. If the variation so as to cover the sector of Brahmawar to Mabukal is also grante the bus will be doing 123 miles. This sector is 8½ miles long. In view of the fact that there are already two buses exclusively on the route doing 22 singles and that buses running on other routes also serve the route and in view of the fact that variation will involve inconvenience to the through passengers by having to travel on the extended route and possibly to pay extra fares it does not seem that the variation applied for is in public interests. The R.T.O. after personal inspection is satisfied that there is no need for the variation. In the circumstances, it is for orders whether the revision petition may be rejected.

May be circulated to M.(R.E. & T.)

ASS. 11.10.52

SW 11/10/54

There are no procedural irregularities in the conduct of the case by the Commissioner and the

no traffic necessity for the variation sought. The fact that this variation was once granted in another operator loses much of its force as that operator never used the variation and allowed it to lapse and thereby throws doubt on the very basis of the traffic necessity. The grant of variation to both ferries may inconvenience through passengers. The existing transit facilities in the area appear to be sufficient. The proposal to extend on service to the Mahukal Ferry has not been approved by the Concerned authorities. The hrs of the petitioner is running 10.8 miles per day, and with the extension to Barkur ferry the total daily mileage will be 113 miles per day, which cannot be stated to be uneconomic. The further extension sought is on a sector 2½ miles long, and if this is granted the hrs to do 123 miles per day on the roads the present traffic facilities appear to be sufficient as stated by the R.T.O. from personal inspection also. Under these circumstances the order of the R.T.O. appears to be correct. The revision petition may therefore be rejected

J. Subbandrayan

18/10/54

5 Oct 54

M. (REGT)

DEPUTY SECRETARY TO GOVT
19 OCT 1954
RECEIVED

b

Please see the orders in circulation on ~~at~~ pg 5 ante. A draft order is submitted for approval

RBS EW
21.X.54 21/X/54

Approved
JS.
21 Oct 54.

Issued as GO R no 3145 Home d 22.X.54